

THE  
"OVERLAND CHINA MAIL"  
(PUBLISHED EVERY  
MAIL DAY.)

Contains the Week's News  
of Hongkong and the  
Far East.

Price (including Postage) to any  
part of the world \$13.  
(per annum.)

# The China Mail.

ESTABLISHED 1845

AGENTS  
Orders for the "CHINA MAIL"  
and "OVERLAND CHINA MAIL"  
may be made to our agents at  
the following ports:—  
Canton: PATELL & Co.  
Fuzhou: SHAW & Sons  
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Hankow: SHAW & Sons

No. 16,539.

號五十月五年六十百九千壹萬

HONGKONG, MONDAY, MAY 15, 1916.

長丙次歲年五國民華中

PRICE, \$3.00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG.  
Tel. 616.

### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.  
Chapman, V.D.

#### APPOINTMENT.

The following extract from the Hong-  
kong "Government Gazette" of May  
12th is published for information:—H.E.  
the Governor has been pleased to appoint  
Mr. David Templeton to the temporary  
rank of 2nd Lieut. in the Engineers' Com-  
pany of the H.K.V.C. with effect from  
the 11th May, 1916.

#### NOTICE.

O.C. Companies should report the  
return to the Colony of members of their  
units, who have been on leave.

#### ATTACHED.

The under-mentioned are attached to  
the Mounted Section H.K.V.C.:—Ptes.  
R. T. Dutton, R. E. Pollock, F. A.  
Gordon, A. S. David, C. C. Boyd, and C. P.  
Ross.

#### LEAVE.

Pte. F. A. Redmond is granted leave  
of absence from the Colony from the 20th  
inst. to 15th Sept., 1916.

#### REVISION.

Leut.-Col. G. M. Eakin is permitted to  
return to the ranks at his own request.

#### PARADES.

Parades for Tuesday, 16th instants:—  
5.15 p.m.—Right Section M.G. Co.—  
Musketty exercises at Headquarters.  
5.15 p.m.—Left Section "M.G. Co.—  
M.G. drill at Headquarters.  
5.15 p.m.—Recruits of all units—Squad  
drill at Headquarters under Sergt.-Major  
Higby.

5.15 p.m.—Stretcher Bearer Section—  
Instruction at Headquarters.  
5.15 p.m.—Centre Section M.G. Co.—  
Infantry drill at Headquarters.  
5.30 p.m.—Signalling Section "A"  
"B" and "C" Classes at Headquarters.  
5.30 p.m.—Mounted Section H.K.V.C.  
drill on "Polo ground under Staff Sergt.  
Talbot.

#### DETAILS.

On duty tonight: No. 2 Section Art.  
Battery.  
On duty to-morrow night: Scouts, Co.  
Next for duty: Scouts Co.  
Orderly Officer till 16th inst.: Lieut.  
Wend.

### HONGKONG POLICE RESERVE.

#### EQUIPMENT BOARD.

Section and other Units will attend at  
5.30 p.m. as follows:  
Tuesday, May 16th.—No. 3 Section.  
Wednesday, May 17th.—No. 4 Section.  
Thursday, May 18th.—No. 5 Section.  
Friday, May 19th.—No. 1 Section.  
Monday, May 22nd.—Band and Or-  
chestra.

Tuesday, May 23rd.—Maxim Gunners,  
Mounted and Motor Patrols.  
Thursday, May 25th.—No. 6 Section.  
Friday, May 26th.—No. 9 Section.  
JOINED.

No. 2 Platoon-Gulbar.  
(Sgt.) F. C. JENKIN,  
D.S.P. (Reserve).

#### G. R.

#### NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the mode of travel by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

## 'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME; AND THUS KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

### BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**  
6,000 Tons, 8,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination  
**W. S. BAILEY & Co., Ltd.**  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.

## GIN

**SIR ROBERT BURNETT & CO'S  
OLD TOM AND DRY.**

**A. S. WATSON & Co., Ltd.**

WINE AND SPIRIT MERCHANTS,  
HONGKONG and CHINA.

TRADE MARK  
ESTABLISHED A.D. 1841.

Telephone No. 616.

**THE HONGKONG ROPE MANUFACTURING Co., Ltd.**  
Established 1883  
MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1/2" to 1 1/2"  
CABLE LAID 5" to 15"  
3 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to  
**Shewan Tomes & Co., General Managers.**

Hongkong, April 11, 1912.

## "MUMEYA"

"While-you-wait" Photography.  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.  
PRICE 2.00 per 3 pcs. on Post Cards.  
No. 2 Queen's Road Central.  
TEL: No. 254.

**NORTH BRITISH & MERCHANTILE  
INSURANCE CO.**  
IN WHICH ARE VERIFIED THE SHARPS OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS AS AT 31st DECEMBER, 1914,  
£23,970,367.

I.—Authorized Capital £6,000,000  
Subscribed Capital £4,500,000

II.—Fire Funds.....£2,477,500  
Paid-up Capital.....£2,241,593

III.—Life & Annuity Funds.....£7,367,500  
Sinking Fund Account.....£23,230

Revenue Fire Branch.....£2,381,456  
Life and Annuity Branch.....£2,141,593

Revenue Marine Department.....£37,239  
Other Receipts.....£73,940

Other Receipts.....£25,592,228

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

**SHEWAN, TOMES & CO**  
Agents

**LEE YEE'S**  
HAIR DRESSING SALOON.  
Electric Facial Massage with  
Massage Cream, Perfumes,  
By  
**EXPERIENCED HANDS**  
Novels, Magazines,  
Ladies' Fashion Books and  
Toilet Requisites.  
15, D'Aguiar Street  
Hongkong, July 5, 1915.

## FRENCH LESSONS

**G. MOUSSON.**

15, Morrison Hill Road.

If you have lost your appetite, one of  
the big variety of dainty dishes at the  
**ALEXANDRA CAFE** is sure to tempt  
you.

### BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND  
ENGINEERING CO. OF  
HONGKONG, LTD.**  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRATING DOCK 75' x 85' x 34"  
Pumps empty Dock in 2-3 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—  
**JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

**BUTTERFIELD & SWIRE,**

HONGKONG, CHINA AND JAPAN, AGENTS

Telegraphic Address: "TAIKOODOCK" TELEPHONE No. 212.

## VICTORIA THEATRE

TUESDAY, 16th MAY, 1916.

ANOTHER ASTOUNDING PROGRAMME

The Foundling (in 4 Reels).

A Touching Drama Built on Powerful Plots.

2nd EPISODE

Dolly of the Dailies (8 Reels).

INTERESTING STORIES FROM HOME CHAT.

FEATURING MARY FULLER.

COMICS:—  
BRAYS FAMOUS CARTOONS, BLACKEYS ADVENTURE.

MAUDSLEY FATE (1 Reel Comedy).

Interesting:—  
PATHE'S BRITISH GAZETTE.

## FRIDAY

TWO VERY EXCITING EPISODES

"EXPLOITS OF ELAINE"

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. R. TAGGART,

MANAGER.

## PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Central, Lounge, Smoking and Ladies' rooms.

Root Garden.

Terms:—From \$5 per day Mex.

Telegraph Add: "Peaceful".

P. O. PEUSTER,

Manager.

## PATELL & CO.

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HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

## KING EDWARD HOTEL

Central Location

Electric Lift, Elevator, Pass Entrance.

Electric Lift, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephones 373.

TELEGRAPHIC ADDRESS: "VICTORIA".

J. WITCHELL,

Manager.

## SIEN TING

Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation.

## GREEN ISLAND CEMENT CO., LD Portland Cement

In Casks of 875 lbs net.

In Bags of 250 lbs net.

**Shewan, Tomes & Co**

GENERAL MANAGERS.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 15th MAY.

8 A.M. 'KINSHAN' 5 P.M. 'HONAM'

10 P.M. 'HONAM' 5 P.M. 'FAISHAN'

### TUESDAY, 16th MAY.

8 A.M. 'FAISHAN' 5 P.M. 'KINSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'HONAM'

Single Fare by Night Steamer \$ 8.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 9.00

### HONGKONG-MACAO LINE.

S.S. 'HEUNGSHAN' Tons 2016 | S.S. 'SUI TAI' Tons 1451.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

### EXCURSION TO MACAO.

SUNDAY, 21st MAY.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street

Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM', 688 Tons, and S.S. 'HANSING', 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

RANUL. These vessels have superior Cabin accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**HOTEL MANSIONS (Over Floor),**

Opposite the Blake Pier.

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants.

Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies

Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the

highest grade of nutritive cocoa at present on

the market; it fully maintains its high repu-

tation for value and delicacy of flavour, and

is second to none in any respect whatsoever."

Medical Magazine, March, 1912

## CADBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong Dec. 17, 1900.



## INTIMATIONS

THE HONGKONG ELECTRIC  
COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings on SATURDAY the 20th May, 1916, at 12 o'clock noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors,  
GIBB LIVINGSTON & CO.  
Agents.

Hongkong, May 2, 1916. 005

HONGKONG ELECTRIC  
COMPANY, LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the price of Current for Lighting and Fans will be reduced to 20 cents per unit. Discounts will remain as before.

GIBB LIVINGSTON & CO.  
Agents.

Hongkong, May 1, 1916. 900

THE CHINA-BORNEO COMPANY  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY the 22nd May, 1916 to receive a Statement of Accounts for the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 25th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.  
W. G. Darby,  
General Manager.

Hongkong, May 3, 1916. 613

PEAK TRAMWAYS COMPANY  
LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY the 22nd May, 1916 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 25th instant both days inclusive.

PEAK TRAMWAYS COMPANY LIMITED,  
JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, May 6, 1916. 00

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition is already issued.

BIOGRAPHIES of over 6,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe &amp; America 70 sen or 35 cents.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example: "The Daily Mail" says:—

"Yet another 'Who's Who' and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western."

"The book is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kuriki is a skillful editor and has done his work well."

Who's Who in Japan Publishing Office,  
No. 5, Ichome, Uchisaiwaicho,  
Kojimachi-Tokyo.

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with typical illustrations for the benefit of War Charities.

ON SALE AT:—

Messrs. Wm. Powell, Ltd.,

Messrs. WHEATMAN, Ltd.,

Messrs. KELLY and WALKER, Ltd.,

Messrs. WHITEHEAD,

LADDY &amp; Co., Ltd.,

AND THE CHINA MAIL, Ltd.

Price 50 Cents.

If you happen to be late your meals will be Courteously and Promptly served for the same. Only at the ALEXANDRIA CAFE.

ALEXANDRIA CAFE.

## INTIMATIONS

ROOMS WANTED.

WANTED: Furnished, partly furnished or unfurnished ROOMS or FLAT in CENTRAL DISTRICT. Apply "ROOMS", C/O "CHINA MAIL" Office, Hongkong, May 2, 1916. 604

WANTED.

A Portuguese FOREMAN ENGINEER for an industry in Hongkong, must have thorough knowledge of managing Chinese workmen, good salary to a suitable man.

Apply by letter stating age and experience to "S", C/O "CHINA MAIL" Office, Hongkong, May 3, 1916. 610

NOTICE.

TENDERS are invited until May 17th, 1916 for the salvage of Cargo now the s.s. "CHIVO MARU" stranded on Sesima Island. Condition of Tender may be had from the undersigned.

K. DOI,  
Acting Agent,  
Tokyo Kisen Kaisha.

Hongkong, May 13, 1916. 610

HAMBURG-AMERICA LINE.

G. PRIEN

HILL BERGMANN &amp; CO.

F. LOHRIA

(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the undersigned, No. 4 Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.

Dated the 12th May, 1916.

J. HENNESSEY NETH A.S.A.,  
Liquidator.

600

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. HAY will perform the duties of the General Manager and sign per pro.

By Order of the Board of Directors,  
P. H. HOLYOAK,  
Chairman.

Hongkong, May 13, 1916. 015

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BALL played on any portion of the Sand-Traps, Green-Traps, or in the Ditches on both sides of the said "Track" must be lifted and dropped in the fairway not nearer to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the rails when ponies are passing.

The above Local Rule is applicable to the Part Cup when competed for in the early morning.

By Order of  
THE COMMITTEE.

Hongkong, April 11, 1916. 528

MARTIN'S

APIOL &amp; STEEL

PILLS

A French Remedy for all kinds of ailments, such as Indigestion, Stomachic, Headache, Neuralgia, Rheumatism, Gout, Gravel, etc. It is a powerful and reliable remedy, and is sold in all the principal chemists and druggists.

MARTIN'S

APIOL &amp; STEEL

PILLS

DAIRY FARM NEWS.

HAM &amp; BACON

WE HAVE RECEIVED

NEW SHIPMENTS

OF

AUSTRALIAN &amp; ENGLISH

HAMS &amp; BACON

PRICES AS USUAL.

66

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from H.M.R.D.'S CURE, and every postholder receives similar letters today.

H.M.R.D.'S CURE FOR ASTHMA.

FAMED FOR 40 YEARS.

Sold in this by all Chemists and Druggists throughout the Country.

Beware of Imitations.

ALEXANDRIA CAFE.

FOR a good solid meal, &amp; a taste of Table d'Hôte, with Wines &amp; Liquors of the best. ALEXANDRIA CAFE.

## THE CHINA MAIL.

"To make sales is not enough—you must make friends."

CAPSTAN  
NAVY CUTTOBACCO &  
CIGARETTES  
HAVE BEEN MAKING  
FRIENDS FOR YEARS

W.D. &amp; H.O. WILLS

"Constant growth signifies constant merit."

## DEFENDERS OF VERDUN.

COL. REPPINGTON'S EULOGY.

Colonel Repington, the "Times" military correspondent, who paid a visit to the Verdun front, pays a very high tribute to the valor of the French troops and the military judgment of their commanders in the following interesting despatch:—

"We must render great homage to the stubborn defenders of La Poirée Hill, the Fort-Homme, Vaux fort and the other French positions on the Verdun front for their magnificent fighting through the great Verdun battle."

"The French aviators also deserve the highest praise. During my visit I saw many aviators have the energy of the aircrafts guns with the greatest intrepidity, but I did not see a single German aviator cross our front. In a single day the French accounted for six German aeroplanes without themselves sustaining any loss."

"From my personal experience I am of opinion that the French anti-aircraft guns are superior to those of the Germans, and it also appears to me that our Allies employ this artillery upon more scientific principles."

GENERAL PETAIN'S USE OF ARTILLERY.

"General Petain realized the role which artillery was to play in this war, and after a month of the configuration. He rapidly learned to appreciate the value of fire. This marvellous operation of modern artillery is particularly suited to the French genius and to the terribly destructive fire of the famous 'scooter' quind."

"Nevertheless it is in the employment of heavy artillery that General Petain excels. He has employed the use of very heavy artillery extraordinarily 'supple', and the heavy guns have become a battle instrument of marvellous efficacy. General Joffre spoke to me with enthusiasm of the method whereby the French medium calibre guns, and those of 150mm. and 210mm., are made to dominate the German guns which are often heavier and of longer range."

"The Germans have engaged all their available troops in this battle and, after the arrival of a division withdrawn from the Russian front a few days ago, they now have thirty divisions in the Verdun theatre."

ENORMOUS GERMAN LOSSES.

"The estimate according to which the German lost 100,000 men during the first month of the battle is a moderate one. The enemy is given no breathing space. The French have the superiority in artillery. They fire night and day, keeping under their fire all possible routes, reserved positions, woods and cantonment zones. When the Germans abandon the main routes and take to paths, the French aviators discover them and the paths are swept by artillery fire in their turn."

"General Petain does not hesitate to abandon a piece of ground if the Germans are obstinate in their effort to obtain it and it, as at Malancourt, it does not form an easily defended salient. But he always makes sure the enemy shall pay the maximum price, and he does not allow him to advance unless he is ready to sacrifice three lives for one. "The whole north-eastern front is littered with German dead."

"One evening a French patrol was sent out to examine an advanced German trench which was reported by the aviators to be full of men. The patrol found that the trench was indeed crowded, but every one of its occupants was dead."

"We must admit the importance of the positions occupied by the German artillery and also the number and range of their guns. General Petain is holding out solidly, however, and very interesting news may be expected from Verdun in the near future."

MAGNIFICENT FRENCH SOLDIERS.

"What magnificent lads the French soldiers are! I have visited them in their trenches, and I have seen them go out to fight and return from the charge. I have observed their fine discipline and their gaiety, and I have admired the good feeling which exists between them and their officers. I believe that the morale of the French army has never been higher. The French believe in their commanders and in themselves. They have confidence in victory, and they are consecrating themselves to its attainment."

"The battle of Verdun is not yet finished. All the line on our side is closely watched by Joffre and Castelnau who have ample reserves in hand."

GERMANS' SHORT OF RESERVES.

"At the present time the Germans have two large masses of troops on the western front: one opposite the British army and the second in the Verdun theatre. The first group consists of about thirty-four divisions, including reserve divisions. The second consists of thirty divisions. The rest of the German line in France is thinly furnished."

"The Germans plume themselves in the belief that a great many French divisions have been exhausted at Verdun. They forget, however, that the French, being in possession of powerful reserves, withdraw their divisions from the front lines before they have lost their fighting qualities and give them a period of rest."

"The Germans on the contrary make their divisions go on fighting until they have lost fifty per cent. of their effectives. They then withdraw them, bring them up to strength with men from depots and rush them back to the front. They do this because they have no other large units in reserve. They certainly would not act in this way were this not the case."

feeling which exists between them and their officers. I believe that the morale of the French army has never been higher. The French believe in their commanders and in themselves. They have confidence in victory, and they are consecrating themselves to its attainment."

"The battle of Verdun is not yet finished. All the line on our side is closely watched by Joffre and Castelnau who have ample reserves in hand."

GERMANS' SHORT OF RESERVES.

"At the present time the Germans have two large masses of troops on the western front: one opposite the British army and the second in the Verdun theatre. The first group consists of about thirty-four divisions, including reserve divisions. The second consists of thirty divisions. The rest of the German line in France is thinly furnished."

"The Germans plume themselves in the belief that a great many French divisions have been exhausted at Verdun. They forget, however, that the French, being in possession of powerful reserves, withdraw their divisions from the front lines before they have lost their fighting qualities and give them a period of rest."

"The Germans on the contrary make their divisions go on fighting until they have lost fifty per cent. of their effectives. They then withdraw them, bring them up to strength with men from depots and rush them back to the front. They do this because they have no other large units in reserve. They certainly would not act in this way were this not the case."

T.K.K. AMERICAN LINE.

SUBSTITUTE FOR THE "CHIVO MARU."

The Tokyo Kisen Kaisha has applied to the Department of Communications for permission to withdraw the *Chivo Maru* from the South American trade and to place her on the Hongkong and San Francisco run. The *Chivo Maru* is now on her way to South America, and is expected to return to Yokohama about the middle of August. The *Soyo Maru*, which is now on charter, will be put on the South American line on the expiry of her contract at the beginning of August.The *Chivo Maru*, which is a vessel of 12,500 tons is not so complete as the passenger accommodation is concerned, but is not inferior in freight capacity to the other ship in any way. The *Chivo Maru* profit in the South American trade during the second six months of 1915 was only ¥130,000, but her earnings on the San Francisco run are expected to be three or four times greater.With reference to the *Chivo Maru*, which has now been abandoned to the underwriters, the *Japan Chronicle* states that as soon as arrangements are effected among the insurance people concerned, the steamer will be sold by auction. As used on the ship will be of considerable value in the present inflated condition of the market, the sale of the *Chivo* is watched with great interest by those who are concerned in the shipping and metal trade.

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"Only a Cough" but you stop it while it is ONLY a cough.

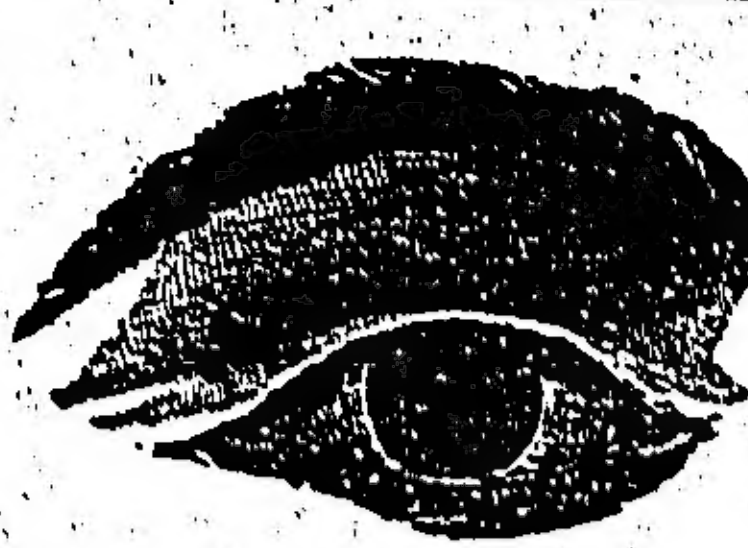
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OF ALL CHEMISTS.

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27, HILL STREET, (2nd Street, West  
of Central Market), Telephone No. 515.  
Hongkong September 4, 1913.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

OUT

Kowloon - 6.20 6.55 7.20 10.45 12.10 1.25 1.45 2.50 4.15

Hung Hom - 6.24 6.59 7.24 10.49 12.14 1.29 1.49 2.54 4.19

Yau Ma Tei - 7.00 7.25 7.50 11.05 12.30 1.45 2.05 3.10 4.35

Sha Tin - 7.21 7.46 8.11 11.26 12.51 2.06 3.11 4.36

Tai Po - 7.21 7.46 8.11 11.26 12.51 2.06 3.11 4.36

Tai Po Market - 7.21 7.46 8.11 11.26 12.51 2.06 3.11 4.36

Fai Leng - 7.21 7.46 8.11 11.26 12.51 2.06 3.11 4.36

Shing Shui - 7.40 8.05 8.30 11.45 13.10 2.25 3.40 4.55

Shum Chai - 7.45 8.20 8.45 11.55 13.20 2.30 3.55 5.10

Kowloon - 11.00 11.25 11.50 1.05 1.30 1.55 3.10 4.35

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Kowloon - 11.00 11.25 11.50 1.05 1.30 1.55 3.10 4.35

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Colombo	Colombo	Colombo	1916	1916
NANKIN	May 19	KARMAIA	June 19	June 26
NOVARA	May 26	NOVARA	July 3	July 10
NOVARA	June 2	NOVARA	July 10	July 17
NOVARA	June 9	NOVARA	July 17	July 24
NOVARA	June 16	NOVARA	July 24	Aug. 1
NOVARA	June 23	NOVARA	Aug. 1	Aug. 8
NOVARA	June 30	NOVARA	Aug. 8	Aug. 15
NOVARA	July 7	NOVARA	Aug. 15	Aug. 22
NOVARA	July 14	NOVARA	Aug. 22	Aug. 29
NOVARA	July 21	NOVARA	Aug. 29	Sept. 5
NOVARA	July 28	NOVARA	Sept. 5	Sept. 12
NOVARA	Aug. 4	NOVARA	Sept. 12	Sept. 19
NOVARA	Aug. 11	NOVARA	Sept. 19	Sept. 26

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is detailed reserved in Hongkong at the time of Booking. On the Australian Route Tickets Interchangeable with Orient Line.

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NOVARA	TUESDAY	30th May
NOVARA	THURSDAY	3rd June
NOVARA	THURSDAY	17th June

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	about	about	if calling	London
NOVARA	Aug. 16	Aug. 21	Sept. 30	Sept. 20

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## THE MAIN LINES.

## TURKISH COMMUNICATIONS IN ASIA.

[BY THE "TIMES" MILITARY CORRESPONDENT.]

The Turks and their German masters are operating on four fronts in Asia—namely, in Armenia, Persia, Mesopotamia, and Syria. As the sea is almost completely closed to them, they are forced to rely upon land lines of communication for the maintenance of their forces in the field, and it becomes of interest to study these lines, especially the railways, in order to form an opinion of their possibilities and limitations.

For the purposes of movements which have their origin in Germany and Austria, Belgrade must be considered the southern terminus of intensive transport. From Belgrade to Constantinople, 1,050 kilometres, the railway is single, of normal gauge (4m. 44), and possesses only a small amount of rolling stock restricted to its own resources. Steep gradients, curves with a radius as little as 300 metres in places, and rails running only 30 kilometres to the metre, limit the possibilities of traffic in this line and the transport of heavy loads. The distances between stations average 20 kilometres, and, at the best, not more than one train of 30 carriages can be dispatched in each direction every two hours.

After training at Stambul troops are shipped across the water to the station of Haider Pasha. From this station 26 Romanis, on the northern slopes of the Taurus range, the distance is 1,000 kilometres. The Anatolian railway and the Baghdad line are single and of normal gauge. They do not differ materially from the Belgrade-Stambul line in construction and capacity for traffic. The main difference is that the Baghdad line is better laid and should be able to carry heavier loads. Eskişehir is the principal railway centre, and here the line bifurcates, one branch leading eastward to Angora, and the other to Konia and the Baghdad and Syrian systems.

When the Turkish Army was last mobilized it was not found practicable to dispatch more than six trains every 24 hours between Utlukhisar and Haider Pasha, and these had to be broken up into 12 half trains to negotiate the steep gradient between Utlukhisar and Eskişehir. Between Karkisli and Eskişehir it was found that not more than 10 military trains could pass daily each way. Upon all this traffic there were employed 1,400 carriages and trucks, of which 900 were requisitioned from the French Smyrna line, while locomotives on the English line Smyrna-Aidin were also impounded. We shall be reasonably safe in supposing that the effort made during the mobilization will not be exceeded, and that the maximum of 12 trains a day on the Belgrade-Stambul line will fall to six or seven, each of 30 carriages only, on the Anatolian and Baghdad railways.

THE Taurus ANATOLIAN SECTION. Before the war the railway extended some 20 kilometres south of Bosant to Karapinar in a gorge at the foot of the Taurus range. There remained some 92 kilometres to be completed, and over the most difficult section of all requiring a tunnel of 2,700 metres and a viaduct of 200 metres. In the absence of definite information it is not possible to say whether this section has been completed or not, but it is probable that the break still extends as far as Dorak on the southern slopes. The road stage over this section passes through the Cilicia gorges at the pass of Kuleh Doghaz and meets the railway Merzifun Adana a little east of Tarsus. The length of this road stage is 65 kilometres, and the pass is of much military importance.

Between Tarsus and Nazareth, 160 kilometres, trains run on the Baghdad line after Adana, and continue on it to the Amanus range, where there intervenes a second big break, including the possibly still unfinished Baghete tunnel, 4,800 metres in length. It is naturally a capital interest for our enemies to fill in this gap in the chain and to establish continuity of rail communication. We must, therefore, assume that everything possible is being done, especially since the line from Belgrade to Constantinople was cleared, an assumption all the more justified because the necessary plant was on the ground before the war.

THE BAGHDAD RAILWAY. At Mosul, just north of Aleppo, the line bifurcates, one branch going South to Syria, and the other east. The latter line meets the Euphrates at Jرابلس, and this river forms a valuable alternative line of communication from this point to the Baghdad district. Supplies and ammunition take the water route at Jرابلس, and pass down stream on rafts built upon inflated skins. A raft of 200 skins carries 6,000 kilograms of load.

After leaving the Euphrates the

Baghdad line continues to Ras-el-Ain, and possibly has been prolonged to Nisibin. This is by no means certain, however, because rails were wanting before the war and the Germans have not been able to send them by sea since the war began. For the same reason the section of the railway from Najaf, east of the Amanus, to Ras-el-Ain, is poorly provided with rolling stock, while the material of the French lines Aleppo-Haifa and Tripoli-Hama cannot afford much help. Shortage of coal is also probably a considerable difficulty.

From Ras-el-Ain part of the troops and stores destined for the Turkish 3rd Army in Armenia has hitherto passed northward, either by Harbeck or Bitlis, because the road stages are shorter than by the Anatolian line to Angora and thence by route march. The successes of the Russians in Armenia, and their seizure of Mush and Bitlis are a real menace to the present Baghdad railway. There are some signs that the Turks intend to fall back on and use Angora as their railroad, in which event the communications of the remnants of the 3rd Army will be worse than ever.

The road from Ras-el-Ain to Baghdad passes by Nisibin and Chelabke to the Taurus, where a river route comes in to play again and carries the Turks down to Baghdad and beyond it. Marching troops probably go by Mosul and Kirkuk. This route strikes the Taurus at Habbaniya, where comes the northern terminus of the short Baghdad section of the Baghdad Railway. It is possible that this section of the line is without coal, but the asphalt deposits in the Taurus valley may have been utilized for railway and steamships. Now that the Russo-German plans in Persia have failed and the Russians are at Kerend, things are likely to become lively on the Taurus line of Turkish communications.

THE ANGORA AND KONIA LINES. Two other main routes can be used for re-informing the Turkish 3rd Army—namely, the Angora Sivas and the Konia-Kaisariye-Sivas itineraries. To serve the first there is the railway from Haider Pasha to Angora, 576 kilometres. From Angora to Sivas the road stage is 435 kilometres, and thence to Erzurum 430 kilometres. These roads are bad, especially the latter section, and most of all in winter, which is long and severe. The second main route consists of the Haider Pasha-Konia line, 747 kilometres; the Baghdad line to Charjen, 220 kilometres; and then fairly good road stages by Nigde and Kaisariye to Sivas, 410 kilometres, after which the route is the same as that which prolongs the Angora-Sivas itinerary. Of these two main Anatolian routes one has 665 kilometres of bad road stages throughout, while the other is 840 kilometres long and is half good and half bad. It is a serious matter to support armies, and to reinforce them from Constantinople, over such long and difficult lines of communication, and it is fortunate for the Allies that the war came before the Anatolian system was completed.

THE SYRIAN LINES. The Syrian lines start from the neighbourhood of Aleppo, and include the French lines to Rayak, which is the junction with the Lebanon line Beyrut-Damascus. The line is single and of one-metre gauge. It is the weakest link in the whole line, as gradients are steep and trains consist of only three or four carriages each. From Damascus there are two lines, each also of one-metre gauge—namely, the Turkish line to Medina, with a branch to Haifa, and the still extends as far as Dorak on the southern slopes. The road stage over this section passes through the Cilicia gorges at the pass of Kuleh Doghaz and meets the railway Merzifun Adana a little east of Tarsus. The length of this road stage is 65 kilometres, and the pass is of much military importance.

South of Mezirib precise details of railway construction on the Mediterranean slopes of the hills are wanting, but probably the Turks use the metre-gauge railway to Haifa, passing south of Lake Tiberias, and from some point on this line, possibly 20 kilometres south of Nazareth have constructed a branch southward by Jerusalem and Hebron to Beersheba at the edge of the desert. The length of this section would be 250 kilometres. The French line from Jaffa to Jerusalem can be utilized for lateral movements, and any rolling stock on this section can be requisitioned.

As for the continuation of the railway from Beersheba towards the Suez Canal, 280 kilometres, the Turks appear at present to have laid the rails little, if at all, beyond El Anja, which is 55 kilometres from Beersheba. Whether the line will subsequently aim at Suez or Ismailia is uncertain. The desert railway will no doubt suffer, even more than the rest of the Syrian lines, from want of rolling stock and coal, but even in the form of a glorified tramway it will be of some use, and it is unsafe to regard the advance of an army across this desert as impracticable even in the summer.

From this brief investigation of Turkish lines of railway communication in Asia it emerges that owing to poor construction, gaps in these lines, breaks

of gauge, want of rolling stock, and shortage of coal, they cannot be compared with a European railway system, and are unsuited for intensive transport, and for the maintenance in the field of large bodies of troops. The length and badness of most of the road stages enhance these difficulties. Further, the fact that large sections of the Anatolian railway and parts of the Baghdad line, have to serve four separate groups of Turkish forces in Armenia, Persia, Mesopotamia, and Syria constitutes a serious additional disadvantage. The troubles of Turkey and her German mentors would, moreover, be appreciably aggravated were the time to come when we could afford to give to our Commander in Egypt liberty to hit out.

## STRAITS RUBBER COMPANIES.

## SHARE QUOTATIONS.

SINGAPORE, May 5th.

NAME	VALUE	BUYERS	SELLERS
1 Anglo-Java	20 1/2	25 1/2	24 1/2
2 Anglo-Malay	10 1/2	11 1/2	10 1/2
3 Ayer Kuning	17 1/2	22 1/2	21 1/2
4 Batu Malaka	37 1/2	38 1/2	37 1/2
5 Batu Caves	22 1/2	23 1/2	22 1/2
6 Batu Tiga	6 1/2	6 1/2	6 1/2
7 Bukit Kajang	45 1/2	50 1/2	48 1/2
8 Bukit Mertajam	3 1/2	4 1/2	3 1/2
9 Bukit Rajah	100 1/2	110 1/2	108 1/2
10 Bukit Selangor	1 1/2	2 1/2	1 1/2
11 Bukit Sembawang	27 1/2	28 1/2	27 1/2
12 Castlefield	67 1/2	72 1/2	70 1/2
13 Chersonese	3 1/2	4 1/2	3 1/2
14 Chimpul 1/8 p.d.	1 1/2	1 1/2	1 1/2
15 Closely Ord.	15 1/2	17 1/2	16 1/2
16 "Pra"	13 1/2	15 1/2	14 1/2
17 Consolidated M.	10 1/2	11 1/2	10 1/2
18 Damansara	27 1/2	28 1/2	27 1/2
19 Denialtown	25 1/2	26 1/2	25 1/2
20 Duff	0 1/2	1 1/2	0 1/2
21 Edinburg	0 1/2	1 1/2	0 1/2
22 Galang Besar	3 1/2	4 1/2	3 1/2
23 Gelandu	45 1/2	50 1/2	48 1/2
24 Gelandu	10 1/2	11 1/2	10 1/2
25 Highland	2 1/2	3 1/2	2 1/2
26 Highlands and	40 1/2	45 1/2	43 1/2
27 Jasin	1 1/2	2 1/2	1 1/2
28 Kamuning	1 1/2	2 1/2	1 1/2
29 Kapan	22 1/2	23 1/2	22 1/2
30 Kuching	13 1/2	14 1/2	13 1/2
31 Kombok	5 1/2	6 1/2	5 1/2
32 Kota Tinggi	2 1/2	3 1/2	2 1/2
33 Kuala Lumpur	72 1/2	78 1/2	75 1/2
34 Lah (F.M.S.)	7 1/2	8 1/2	7 1/2
35 Lohas	37 1/2	42 1/2	40 1/2
36 Lohas	40 1/2	45 1/2	43 1/2
37 Linggi Ord.	18 1/2	20 1/2	19 1/2
38 London Asiatic	9 1/2	10 1/2	9 1/2
39 Lunat	37 1/2	42 1/2	40 1/2
40 Malacca 7 1/2 Pref.	80 1/2	85 1/2	82 1/2
41 Malacca	80 1/2	85 1/2	82 1/2
42 Malayan	22 1/2	23 1/2	22 1/2
43 Merlimas	4 1/2	5 1/2	4 1/2
44 Mount Austin	18 1/2	20 1/2	19 1/2
45 Nordanal	20 1/2	22 1/2	21 1/2
46 Padang Jawa	2 1/2	3 1/2	2 1/2
47 Pagar	22 1/2	23 1/2	22 1/2
48 Pegoh	45 1/2	50 1/2	48 1/2
49 Perak	4 1/2	5 1/2	4 1/2
50 Permas	25 1/2	26 1/2	25 1/2
51 P. Dickson	2 1/2	3 1/2	2 1/2
52 Rumbi Pref.	2 1/2	3 1/2	2 1/2
53 Rumbi Ord.	22 1/2	23 1/2	22 1/2
54 R. Est of Krian	2 1/2	3 1/2	2 1/2
55 Rubber Invest	17 1/2	18 1/2	17 1/2
56 Trusts 17 1/2 p.d.	70 1/2	75 1/2	72 1/2
57 Seafeld	1 1/2	2 1/2	1 1/2
58 Selagor	13 1/2	14 1/2	13 1/2
59 Seremban	20 1/2	22 1/2	21 1/2
60 Seremban	20 1/2	22 1/2	21 1/2
61 Selang	42 1/2	45 1/2	43 1/2
62 Singapore Para	2 1/2	3 1/2	2 1/2
63 Singapore United	2 1/2	3 1/2	2 1/2
64 Straits S. Bertram	4 1/2	5 1/2	4 1/2
65 Sumatra Para	50 1/2	55 1/2	52 1/2
66 Sungai Choh	8 1/2	9 1/2	8 1/2
67 Sungai Krian Pref.	40 1/2	45 1/2	43 1/2
68 Teras	50 1/2	55 1/2	52 1/2
69 United Serdang	11 1/2	12 1/2	11 1/2
70 Ulu S. Betong	32 1/2	35 1/2	33 1/2
71 United Sumatra	4 1/2	5 1/2	4 1/2
72 United Tandang	2 1/2	3 1/2	2 1/2
73 Val d'Or	2 1/2	3 1/2	2 1/2
74 Vallambros	15 1/2	17 1/2	16 1/2
75 Yau Seug	5 1/2	6 1/2	5 1/2

DOLLARS

1 Alor Gajah	3.50	3.80
2 Ayer Hitam	35.00	40.00
3 Ayer Kuning	1.30	1.40
4 Ayer Molek	2.20	2.40
5 Ayer Panas	9.00	9.50
6 Bako	4.25	4.75
7 Batu Tiga	13.50	14.25
8 Bukit Kajang	0.85	0.90
9 Bukit Kajang	0.80	0.85
10 Bukit Jelutong	0.60	0.70
11 Changkat S'ang	10.00	10.50
12 Gelandu	1.00	1.10
13 Gelandu	10.00	10.50
14 Indragiri	14.50	15.50
15 Jeram Kuning	1.70	1.75
16 Jimah	1.10	1.20
17 Kalamak	5.00	5.50
18 Kempa	5.00	5.50
19 Lohas	5.00	5.50
20 Malaka Pinda	1.50	1.55
21 Malakoff	4.65	4.90
22 Mandal Tekong	0.75	0.80
23 Mergul	4.00	4.40
24 New Serendah	3.15	3.25
25 Nyalas	5.25	5.50
26 Pagar	17.75	18.75
27 Pantai	1.75	1.85
28 Pulau Bolang	6.50	7.00
29 p.d.	4.00	4.50
30 Panggor	0.75	0.75
31 Radella	10.00	10.50
32 Sanyang	12.00	12.50
33 Sembong	0.30	0.37
34 Sungai Bagan	2.50	2.85
35 Tambak	0.75	0.80
36 Tapa	18.50	19.50
37 Teluk Anson	9.00	9.75
38 Ulu	1.50	1.70
39 Ulu Pandan	0.85	0.92
40 United Malacca	1.15	1.25

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears, and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home for sale by all Chemists and Storekeepers.

## SHIPPING

## P. &amp; O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for DATA, VIA PERSIAN GULF CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ALFAVA", Captain G. MANLEY, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 10th May, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "KARMAIA" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per sea. *Valuables* due in London about 4th July, 1916. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,



